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Toronto May 6, 1897

THE SUNDAY CAR QUESTION.

WE have nothing but commendation for the manner in which the Anti-Sunday Car fight is being carried on in Toronto. A determined effort is being put forth to preserve the Sabbath, and should it so happen that an adverse vote be given no reflection can be thrown on the Alliance and its devoted workers.

We daily hear of the work done in and by the churches, aye, and outside the churches, by citizens who regard the priceless heritage of a quiet Sabbath at its true value. So far as we know the volunteers are indefatigable in their efforts to reach every voter and to reach the citizens with good literature. The young people are up and doing and they are receiving an education which no matter how the vote goes, will be useful to them in after life, for the great principles they are now mastering and defending will never be forgotten by them.

The registration of voters last week is regarded as satisfactory by the friends of the Sabbath. What now remains to be done is that the men who will act as scrutineers on polling day, make personal visits to every voter on his list so as to become personally acquainted with the voters and familiar with their appearance. This will enable him to identify each voter as he comes up to record his vote. The value of scrutineering lies very much in such knowledge, and it can only be acquired by diligent visiting and enquiry in the sub-divisions. The scrutineers should be all at work this week for to thoroughly canvas the voters time will be necessary. There ought to be 500 such canvassers actively in the field now.

Great pains were taken early this week to publish the statement that the pro-car cause was languishing for want of money, and the statement has been circulated with such persistency as to lead to the belief that there is a hidden object for so doing. It may be a ruse to lull the Antis into an easy frame of mind, or it may not. The path of duty is clearly to relax no effort to win the battle. Should the Sunday car men want money, they should find but little difficulty in commanding it. Men of wealth are interested in having cars run

on Sunday and it seems a reasonable conclusion that the movement with which they are actively identified shall not suffer for want of funds. But money or no money, much effective work is being carried on among the people by the pro-car men and on polling day they will give an account of every vote favorable to their side.

The interest manifested in this contest is wide spread. Christian men in Chicago, New York, Detroit, Montreal, and other far away places have written words of encouragement and appeal. Toronto is the scene of the fight, but the Continent looks on and the result will be heralded far and near. It is to be prayerfully hoped that the victory will be decisive and that the good name of Toronto will be upheld, nay, that the city of churches and quiet Sabbaths will emerge with a fairer name than ever and that an example will be set for other communities to follow.

A skilfully constructed address was published last week in favor of Sunday cars, designed to catch the unwary, and by specious argument appeal to the selfishness or interests of citizens. It became necessary for the Anti-Sunday Car Association to issue a counter appeal, and they did so in the following unanswerable terms. We strongly commend its careful perusal to our readers as a comprehensive presentment of the whole case:

Ever since the Toronto Railway Company secured the franchise from the City Council permitting them to operate street cars in Toronto on six days of the week, they have been making efforts to secure the right to run cars on Sunday, by persistent efforts at the City Council and the Legislature, and by continuous agitation of the public mind. Twice already they have failed to convince the citizens, and now they make a third appeal. In view of this unceasing agitation and the present vote we affirm our position:—

1. The changed conditions of modern life as to the increase and congestion or population in Toronto show no marked alteration since previous votes, and afford no adequate reason for Sunday cars. On the contrary, the changed conditions of modern life in the rush, pressure, and strain on muscle and nerve, especially in our cities, make the weekly rest all the more imperative and valuable.

2. It is pretended that Sunday cars are required to carry the workingmen and their families to the open air of the country or the parks. We are sure the workingmen of Toronto want no patronizing advice. This temporary gush of interest is in their votes rather than in their abiding welfare. It is a fact beyond dispute that it is not the workingmen who are agitating for the change, that in former votes they gave majorities against it, and that Sunday cars in cities where they do run are no valuable relief to the crowded centres.

3. The protection afforded to the street car employes in the agreement executed between the Street Railway Company and the City Council is delusive. It may be as adequate as it can be made legally, but it is difficult of enforcement, easily evaded, and practically non-effective. It is manifest that no other day but Sunday can be a day of enjoyable rest or of religious worship. If the street car employes cannot rest when all other citizens rest, their Sabbath is shattered. The right of every working man in Toronto is to enjoy rest and the opportunity for worship on the first day of each week, together